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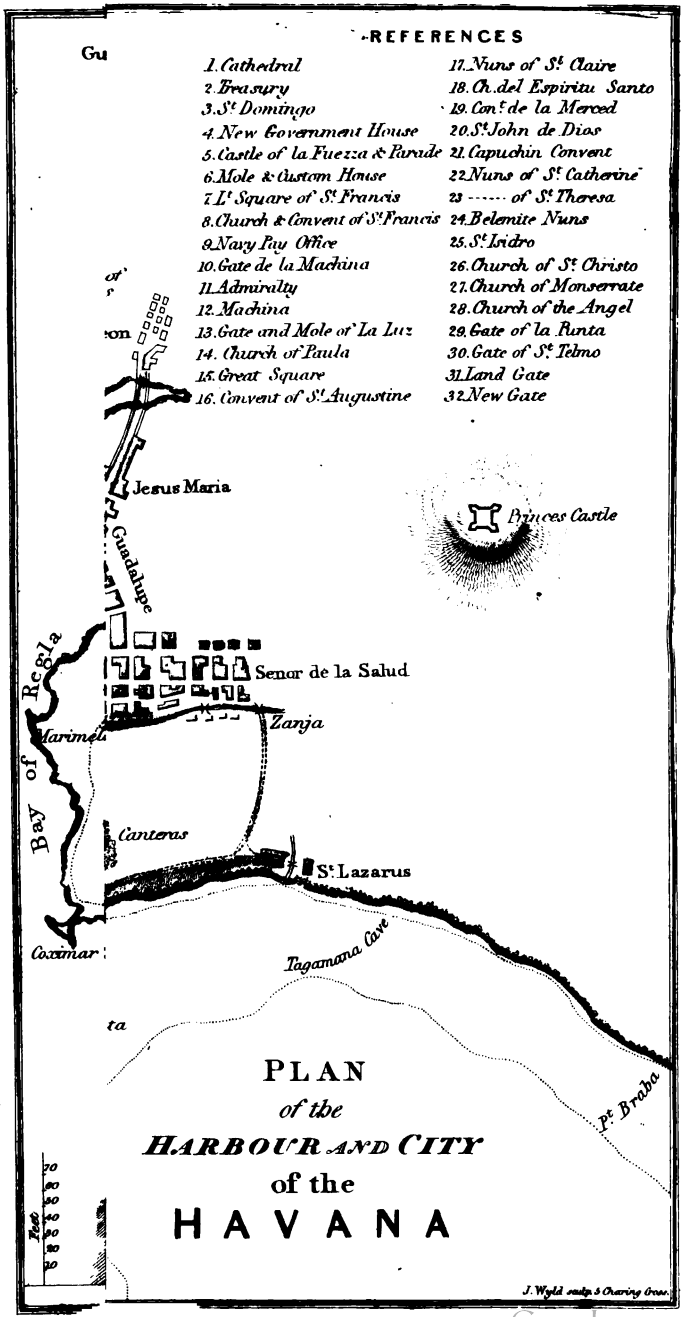

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NARRATIVE

OF A

VOYAGE FROM MONTEGO BAY,

IN THE ISLAND OF JAMAICA,

TO ENGLAND;

BY A ROUTE NEVER GONE BEFORE OR SINCE, ACROSS

THE ISLAND OF CUBA TO HAVANNA:

FROM THENCE TO

CHARLES TOWN, SOUTH CAROLINA, NEWCASTLE ON THE DELAWARE, AND BALTIMORE, MARYLAND; AND BY LAND TO WASHINGTON AND BACK; THENCE TO PHILADELPHIA, AND THROUGH THE JERSEYS, TO NEW YORK:

WHERE HE EMBARKED

On board the John Adams, United States' frigate, and made the Voyage to Havre-de-Grace, in France, in seventeen days; although the three first a foul wind, at north-east.

PERFORMED IN THE AUTUMN, 1809.

ALSO OF A

VOYAGE FROM ENGLAND TO BARBADOES

BY

CADIZ, TENERIFFE, AND GUADALOUPE, IN 1810.

BY G. HALLAM, ESQ.

SOME YEARS BEFORE SECOND LIEUTENANT-COLONEL OF THE SEVENTEENTH REGIMENT OF INFANTRY.

LONDON:

PRINTED FOR C. J. G. & F. RIVINGTON,

ST. PAUL'S CHURCH-YARD; AND WATERLOO-PLACE, PALL-MALL.

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PREFACE.

THE following narrative was hastily committed to paper at the moment the voyage and journey were executing, with a view to recollect the scenes that presented themselves, and such information as the Author, an old military officer, could collect, especially relative to the Havanna, the capture of which had, in the year 1761-2, cost England the lives of so many brave British officers, seamen, and soldiers; to say nothing of the money expended in carrying it into effect; and to record such observations, if permitted to obtain them, as

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should point out the way, on any future occasion, of effecting the same glorious purpose, without any of the fatal and expensive effects that attended that expedition before-mentioned, under Lord Albemarle. How far the Author has accomplished his plan with success, he leaves to his old brother officers and friends (for whose private use this little *brochure* is intended) to estimate; but he ventures to recommend a serious perusal and attention to that part which relates to his little excursion round the Moro, Cavennes, Fort No. 4, in particular, &c. &c.; and is,

With regard,

Their friend and humble servant,

G. HALLAM.

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PART I.

VOYAGE TO HAVANNA.

On the 14th of September, 1809, I sailed from Montego-bay, on board the schooner *Mary*, Manuel Xemenes master, for Trinadad, in the island of Cuba; having John Hurlock, a free mulatto boy, of Montego-bay, who spoke Spanish, as my servant.

15th, 16th. Becalmed off Falmouth; the heat was excessive.

17th. Off Cabo Cruz, in Cuba, thirty leagues N. of Montego-bay.

18th. Anchored at 3 o'clock, at the East Keys.

19th. Got under weigh at 3 o'clock A.M.; at Scotch Bogue spoke a fisherman from

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Savannah la Mer; at 6 P.M. anchored at Key Cavalieri.

20th. Wind contrary; found a small fishing vessel called the Lucea, with three Englishmen and a Negro on board, from Montego-bay, turtling.

21st. Got under weigh at 3 o'clock A.M.; anchored at 6 P.M. at Cayo Palombo, in a most dangerous situation, between three reefs; the reef on the northward covering us from the north, and the reef which joins the two keys to the westward of us.

22d. Got under weigh at 5 A.M.

23d. Anchored at 8 A.M. at Trinadad. The harbour very safe, and fit for any vessel not drawing more than twelve feet of water; the landing-place at a small stockaded battery, where three old 18-pounders are mounted, and which has a serjeant and some artillerymen attending it. This landing-place is called the Cassilda, and there is a good road of three miles on an easy ascent from it to the town of Trinadad, which stands

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on high ground, with a commanding view toward the sea (or south), having a small river passing along the western side, in a valley, at the distance of half a mile from the town, which empties itself into the western port of Trinadad, called the "Boca" (or river's mouth), where most of the coasting vessels lie. The town is esteemed very healthy, and is about the size of Montego-bay, but more straggling; it contains three churches, and a square in the centre of the town, where the principal church stands. The town is well situated for carrying on a trade with Campechè, Guatimàlà, Portobello, Carthagena, and Jamaica: but at present trade is very dull. The Governor is Colonel Coppinger, descended from an Irish family; the Commandant of the Marine is Signior Don Antonio Mendoza, who received me politely, and entertained me hospitably. The Lieutenant-Governor, in the absence of Colonel Coppinger, was Don Joseph Dias, who, with much civility, gave me my pass-

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port to the Havanna. I met with much attention from Mr. Groninge, a German gentleman on business here, who spoke English, and whose brother is a partner in a house in London, and married a Miss Curtis. I also received much civility from a Mr. Groband of Baltimore, who was casually here with a cargo.

24—26th. Remained at Trinadad.

27th. Embarked in the Spanish schooner *St. Michel,* —— Dorval master, for Batambano; we sailed at 6 o'clock A.M.; and at 10 o'clock brought-to at a bay ten leagues west of Trinadad, and sent the canoe for water: at 11 o'clock we made sail.

28th. At 3 o'clock P.M. anchored at Cayo Pietro, thirty leagues west of Trinadad; went on shore for an hour or two; found plenty of large wilks and conchs.

29th. At 3 A.M. made sail, steering through an immense quantity of keys and shoals, in a W. and by N. and W.N.W. course; at 4 o'clock P.M. anchored half a

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mile from the main land of Cuba, in one-and-a-half fathom, six leagues east of Batambano.

30th. At 8 o'clock A.M. anchored in the road of Batambano, in one-and-a-half fathom water, half a mile from the barrack-house and fort; went on shore and gave our passports, and sent to the town (three miles) for horses. Arrived at Batambano, at Signior Don Josea Coster's house, at 3 o'clock P.M. I had been recommended to him by Signior Don Antonio Mendoza. He received me in a very hospitable manner, and procured for me a guide and three horses, at four dollars per horse, to proceed to the Havanna the next day.

October 1st. Set out from Batambano at 10 o'clock A.M.; at half-past 12 passed a village called ————, three leagues distant from Batambano; at 3 o'clock passed through Bal-houcal, a large town, having a square in the centre, and three streets (running east and west) south of the square, and three

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north of it, and to all appearance the same number in a N. and S. direction. This town is six leagues from Batambano, and stands at the foot of a small range of hills, which occupy the highest or centre league of the island: the road winds round the foot of the steepest, to the westward, and brings you to a small stream of water crossing the road from south to west; the road then immediately ascends a hill (the only one worth mentioning in the whole road to the Havanna), and on reaching the top (in about ten minutes) the road passes a higher country for about a mile, or somewhat more, when you again pass the said stream (or river of Balhaleata) running from W. to E. but over a substantial stone bridge: about half a mile further the road again crosses the said river, running E. and W. with a tolerable current: about one-and-a-half mile further on the road descends a height similar to that which it had ascended before, and brings you to the town (at 4 o'clock) of

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St. Jago, seven leagues from Batambano. St. Jago is a very tolerably well built town, and is of considerable extent. The road, thus far, on account of the rainy season, was extremely bad. After this we passed several small villages, till half-past 6 o'clock, when we arrived at the village of St. Juan, two leagues from the Havanna. Here we put up for the night, at the house of Bartholomew B——, a wealthy Biscayan, who had been in England, spoke a little English, and treated me with the best accommodation and entertainment his house afforded, with a bottle of what he termed the best Vin de Bourdeaux. At 5 o'clock A.M. the next morning I set out, and arrived at the Havanna at 7 o'clock. I had passed through the village of Sira, midway between St. Juan and the Havanna; and, two miles farther on, the village of Jesu Maria and the village of Solad, being on my left hand. I went to the American hotel, kept by a Mrs. Scott, and considered the best house in the Ha-

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vanna for a stranger, where I paid the muleteer twelve dollars for the hire of his three horses, having expended two dollars on the road. I then delivered my letters of recommendation to Mr. Welsh, Mr. Drake, Signior Castilliana, Signior Galliano, and Mr. Lawrence; and forwarded Mr. Groband's letter to Baltimore, through the house of Mr. Welsh. I heard from that gentleman and from Mr. Drake the highest character possible of the Governor-General, his Excellency the Marquis De Somervillo, as a Spanish nobleman possessing all the honourable traits of character, for which a true Castilian has always been famous. Dined at the hotel at half-past 2 o'clock, at the table d'hôte, with several American and English gentlemen. The *Ethalion*, Captain Cochrane, and the *Undaunted*, Captain Maling, lying in the harbour, lately arrived from La Vera Cruz, having missed their object in bringing money: one to sail about the 8th instant for England, the other to accom-

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pany two Spanish seventy-fours, having seven millions of dollars on board each; bound to Cadiz. On the 25th or 26th ultimo this port was shut, by order of the Governor-General, against the vessels of *all foreign nations whatever;* that is, vessels that are not Spanish.

I think it necessary to mention here, that on the voyage from Trinadad to Batambana, I received, as a present from a person who had come from Lima, the bark of a branch of a species of fruit-tree growing in great abundance in the country near Guayaquil: the bark bears all the appearance of a woven cloth; and being stripped off the branch, without a longitudinal incision being made in it, is capable of being made to fit any shape by its expansive and elastic properties. This person also shewed me a hat made of the wool of the Vacana, in the province and town of Lima, by an Englishman settled there. It was of a most excellent texture and colour. A hat of this manufacture

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will last three years, and never becomes greasy, or bare of the wool: when, by accident, it becomes dirty or matted, it is combed with a fine comb, and afterwards well brushed, which brings it to its original appearance and colour. The wool of the Vacana has, I understand, been imported into England.

According to the account of this person, the country of Guayaquil is extremely unhealthy, and abounds with snakes of the most venomous kind, and every other reptile hostile to man; but it is also a country capable of affording the most amazing supply of materials for the study and improvement of natural history—objects of the most enormous and surprising kind offering themselves all over the country. In the bay of Guayaquil, and Panama, is also the famous pearl fishery, where was found the enormous pearl now in the possession of Signior de Pizarro, the Governor-General of Carthagena, said to be worth half a mil-

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lion of dollars, and as large as a pigeon's egg. I have stated this, because the man assured me that it was a truth, and that the Prince of Peace had written out three positive orders to Signior de Pizarro to forward it to the king; all which orders he had evaded by writing for answer, that he (Signior de Pizarro) had purchased it at the price of 10,000 dollars, for the purpose of making it a present to the Prince of Peace, but that he wished to have the honour of presenting it with his own hands.

The man from whom I received the foregoing particulars had travelled from Buenos Ayres to Lima, (1000 leagues,) and had lived for several years in each place. He told me that the people of Peru cannot conceive what the English want with such quantities of Peruvian bark: they suppose that we use it in dyeing, as they attribute to it, amongst themselves, no virtue in fevers, but use universally the Cascarilla bark, having previously evacuated the bile by

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doses of tartar emetic. The inhabitants of Choco and the interior of the country of Guayaquil, are greatly afflicted with the lousy disease, which is also prevalent in Chili, although it is a cold climate, and the natives are the finest people in South America, in shape, size, and feature, and much whiter than the people of Old Spain.

The natives of Lima are a miserably small and monkey-like race, but of much subtlety of genius, and are excellent workmen in various trades and manufactures. The minds of the people, high and low, are in the most degraded state, and the whole community is under the despotic sway of the women: Lima being termed, 'the paradise of women, the hell of men, and purgatory of jackasses;' of which class of animals not less than 10,000 are daily employed in carrying into the city wood, water, fruit, vegetables, &c. The principal goods which would find a constant and profitable sale there, are English broad cloths, black and

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white, of a second or third quality, and they would sell for sixteen or eighteen dollars per yard; a small portion of superfine, of the same colours, at twenty or twenty-four dollars per yard, for men's wear, and also for long cloaks for the women to wear abroad in the night, or in the winter season; camlets of cinnamon and black colours, the extreme fashion for women's over-all petticoats, carried to an excess of expense, each vying with the other who can have the greatest number of yards plaited into the petticoat; good black silk for ladies' hoods, as worn in all Catholic countries; and *ladies' shaving-cases*, fitted up with a looking-glass, a shaving-box, and soap highly scented with *musk* or *ambergris*, (the fashionable perfumes,) a shaving-brush, two small razors, about three and a half or four inches in the blade, mounted in a tawdry manner, the handles inlaid with mother-of-pearl, or studded with coloured stones, ivory, &c.; and some small pots filled with ambergris and musk in the

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form of a paste, to be applied under the arms after shaving. This last article, if fitted up with judgment, that is to say, to be very glaring, at a small expense of first cost, would probably bring a return of five, six, or seven hundred per cent. for any given quantity of them. Ambergris and musk, in pots, also, being an absolute luxury which the women cannot do without, may be sold at a great profit, in any quantity. The gentleman who gave me this information told me, that, in conversation with a lady of Lima on this subject, she said, "I could willingly go without meat or drink for two days; but without perfumes, (meaning musk or ambergris,) it would be impossible to exist a single day."

On the 3d of October, according to appointment, I attended Mr. Drake at ten o'clock A.M., in order to wait on his Excellency the Governor-General; who, being engaged in business, on seeing my passport, sent out a polite message to say, I had only

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to call again when I required another to go away. I dined at three o'clock with Mr. Welsh, who took me after dinner to his next door neighbour, Signora Eleonora's, whose husband is a grandee of Spain, the Duke de Casa Blanca, if I remember right, and her son is the Marquis de St. Phillipe, &c. Mr. Welsh also introduced me to Captain Maling, and to Captain Cochrane, also to Mr. and Mrs. Wood of Providence.

The next day, after dining at the table d'hôte, I went to Signior da Questa's country-house, and was introduced to Signior Sera, his partner, who lent me his volante to go to the Passo, where his Excellency the Governor-General drives out every evening in his chariot and pair of horses, having two footmen behind, and two dragoons before, and two following the carriage. This drive is a wide and level road, just beyond the *Glacis*, about half a mile long, with a row of shady trees on each side, and a walk for foot passengers. This is the

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place where all the great people of the town meet in the evening, from five o'clock till half-past six, in their volantes. The ladies are always dressed for the occasion. The volantes keep the left side of the drive, so that one row is always going up, and the other coming down, similar to the drive in Hyde Park. This place is much frequented by the ladies, and indeed seems to be, *at present*, almost the only amusement they have; the theatre being shut, and actors dispersed, on account of the disasters of the mother country, which this government considers as a legitimate cause for suppressing all shews, or appearance of rejoicing. In the first part of our drive out, we went along the sea-side road to the westward, passing behind the Punta Fort on our right hand, which is low, and commanded by the Moro Castle on the opposite point, about a quarter of a mile distant, making a commanding appearance; but by no means standing on so elevated a rock as I had

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imagined, from all the views I had seen of it, or what I recollect to have ever read or heard of it.

The Cavanes occupies an immense space on the same high ground as that on which Moro stands, at a small distance within it, and immediately opposite the town, the harbour here being somewhat wider than between the points of entrance where the Punta and Moro forts stand. It is along this shore the American and foreign vessels in general anchor. Saw the Bishop in his coach driving along this western road towards his garden, where he goes every evening to take the air, and admits all who desire to enjoy that gratification. I am informed that he has raised himself to this high station (which gives him a revenue of 100,000 dollars per annum, or about 22,000*l.* sterling) entirely by his merit, that he possesses the most benevolent heart, and a mind of the most liberal and enlightened character.

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The next day, October 5th, I went to see the theatre. I was much disappointed on finding it fitted up in a very coarse and ordinary manner, ill-suited to the wealth and splendour of the city *. The interior is formed (before the curtain) into something more than a half circle, having five tiers of boxes, and a pit, the front half of which, or that next the orchestra, being fitted up with backs to the seats, and numbered; the remaining half like the pit of an English theatre. The stage is small, and

* There are in the Havanna eight squares, forty-eight streets, sixteen churches, three barracks, one college, one hospital, and one theatre. The circumference, within the ramparts, is about 5500 yards. The population is about 130,000. There were killed in 1807, for the use of the Havanna and its suburbs, 57,000 hogs, valued at fifteen dollars per head, and 30,000 beeves, at thirty dollars per head: on which the king receives six per cent. duty. Besides the above, there were killed, daily, from fifty to sixty sheep, goats, &c., subject to no duty.

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the scenes, decorations, painting, &c. are of the commonest and meanest kind. Dined at the table d'hôte, and made an appointment, for to-morrow, with an old intelligent French officer (Colonel Bonteuse, now in the Spanish service) to go round the harbour, and to the opposite shore. Accordingly, I set out at six o'clock, took boat at the wharf, and went to the landing-place at the Moro, walked over the neck of high land on which that fort, on our left, and the Cavanes Fort, on our right, stand, by a path which carried us to the sea-shore on the opposite side, distance three-quarters of a mile as we walked; a straight line from the landing-place would not be more than half a mile. The ground falls almost suddenly when you come near the sea-shore, and affords a flat space of 150 yards wide, running along shore, under cover from the Cavanes Fort completely, and, for the most part, from the Moro also. We returned by the way we came, embarked again, and rowed along

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shore up the harbour, under the Fort Cavanes, till we got beyond a building called the Casa Blanca. There we landed; and, following a path which presented itself, we by degrees mounted the heights, till we found ourselves on the highest ground, immediately opposite the city, and higher than any part of Fort Cavanes, by perhaps fifteen or twenty feet, and considerably higher than any part of the Moro, the works of which we now looked down into, in reverse. To the north-east of us, distant three-quarters of a mile, was Fort No. 4, (the name it goes by,) which appears to be small, of the star kind, and placed so as to be of the greatest consequence to an enemy, in securing any position he might take on these heights, and under cover of them. We followed the road until we were close to it, and then took another path, which carried us down the heights again, in a direction nearly the same as we had come, but a little to the eastward. When we got into

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the low ground, we found a road which took to the north-east, towards a lime-kiln, in view distant half a mile, on the saddle of the ridge of high ground between us and the sea. We followed this road until we came to the lime-kiln, when we found ourselves again on the top of the high ground, with the sea in front of us, distant half a mile; and Fort No. 4 to the south-west, about cannon-shot. A spot a little above the lime-kiln is well calculated to silence the guns of No. 4, which point in this direction, and which are four or five; and an enemy landing where the *Pomona* frigate was cut out by the *Arethusa*, would arrive here perfectly under cover of these heights, till absolutely at this spot. The distance from where the *Pomona* was taken from hence is four miles to the eastward. We returned by the same road down the hill again, and along the low ground, which here forms a small amphitheatre, till we came to the wharfs where merchant-vessels come to careen, and whither we had directed the boat

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to come to us, being about half or three-quarters of a mile higher up the harbour than the place where we landed. We went from thence to the south-east, to a wharf at the upper or easternmost side of the harbour, which has the main road leading from it to the village of Ahanabaco, distant a mile and a half. From thence we rowed round the village of the Règlè, which stands on a round spot of land projecting into the harbour from this shore, and joining it only by a very narrow neck. This village is large, has a handsome church, and the church-yard, which reaches to the water-side, is walled in, in a manner to give it the appearance of a fortification rather than of a cemetery. We went into a small bay on the south-east side of Règlè, where small vessels anchor, and landed at a stone wharf underneath the powder magazine, situated just above us, about two hundred yards distant, having a hut in the rear for a guard-house, where was a guard of a serjeant and seven men.

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We next proceeded to a very pretty house on the hill, south-east of us, belonging to a Monsieur Heranga, from which we enjoyed a most beautiful view of the whole harbour, and the forts and city, the latter being north-west of us, distant a mile and a half, or two miles at most, across the bay. The harbour forks just above this house, the south-east point of the fork running a short distance into the land just above it. On the south shore of this point of the fork, and on a circular hill, stands the Fort Atares, a hexagon, mounting five guns on each of the faces of the work, and looking down on the town, distant a quarter of a mile, from which it is separated by the south-west limb of the fork which makes the head of the harbour, terminating at the causeway, or high-road, leading along the low ground from the village of Sera to that of Jesu Maria, which is, in fact, the suburbs of the Havanna. Immediately opposite to this fort is the king's tobacco manufactory;

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and between it and the city, and immediately joining to both, stands the arsenal. We returned to our boat again under the powder magazine, and sailed across the harbour to the town, where we landed; having completed a very pleasing tour of the harbour, and adjacent high grounds, by twelve o'clock.

For nearly a week I had suffered severe illness, which was brought on, I believe, by the unwholesome red wine which was furnished at the table d'hôte. On the 14th I was sufficiently recovered to accept an invitation to dinner with Mr. Drake, at his house, at the village of Salud, being the western suburb of the city. On a former day, when I dined with Mr. Gowrand, we, after dinner, walked in the Bishop's garden, which is adjacent to Mr. Gowrand's house, being on the back of the canal which supplies the city with water, which is conducted by this canal from a distance for this purpose. The Bishop, as I have before

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stated, permits the public to walk in this garden, which, a few years ago, was a common piece of waste land. It inclines by a gentle descent from the canal towards the sea, and is a pleasing walk, in a place where it is the only thing of the kind. A little below it is another place which the Bishop has laid out; namely, a large public burying-ground for the whole city. The accomplishment of this was attended with many difficulties, which were thrown in his way by the low, bigoted part of his profession; and, when he consecrated the ground, it was expected that the populace would have committed a riot; but the troops were out, and the Bishop carried his point. It is now as much regarded as a popular act, as it was disliked before; and all the leading families of the country have vaults in it. There are also vaults for governors, bishops, and other persons of distinction.

Though labouring under ill health, I was, on the following day, under the necessity of

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going about preparing for my departure. His Majesty's ships *Undaunted* and *Ethalion*, with the two Spanish seventy-fours, had been preparing to sail during the whole day preceding, but were prevented by a northerly wind. The Spanish vessels had seven millions of dollars each on board. At this time also his Majesty's brigs *Recruit* and *Wolverine*, Captains Murray and Kerr, were preparing to sail; they had arrived the day before from Vera Cruz, with three millions of dollars on board. Mr. Cochrane Johnstone on board the latter, and General d'Alvamaran, aide-de-camp of Bonaparte's, a prisoner of war, on board the former. There was also preparing to sail, his Majesty's brig *Haughty*, Lieutenant Harvey, to whom I gave my letters, as he goes direct for England. The two frigates were to escort the Spanish seventy-fours to Cadiz.

On the morning of the 16th October, I went, at half-past five o'clock, to ride along the western coast, in company with Mr.

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Leach, an American gentleman settled in this country. We rode past Santa Clara Battery, keeping on the flat ground along shore, till we came to a small cove, or bay, where the River ——— discharges itself into the sea. The bay appears to have very deep water close to the shore, where a small castle stands; but there is a beach in the easternmost part, and most likely anchorage. It is capable of holding eight or ten vessels; and, from the depth of water in the river, I have no doubt that a considerable number of large brigs and schooners might lie in it, arranged on each side, for half a mile above the castle. The entrance to the bay is about a cable's length over. The castle is of stone, built on a projecting rock, like a little island: it is a square, carried up to the height of thirty feet. This height is ascended by means of a ladder, which leads to a door on the east side, opposite to which is a sloping passage about six feet wide, which conducts to the top,

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which is turreted *en barbet*, and about fifty feet square; having two iron guns, nine-pounders, one on the east side, and the other on the south, but moveable at pleasure. On entering, there stands, on the right hand, or to the north front, a battery of four heavy guns, at least twenty-four pounders, which command the entrance of the bay, distant four or five hundred yards: there is also a port-hole at the further end of this room, to permit the nearest gun to be placed so as to fire across the river's mouth, in a westerly direction. Close to this is the door into the officers' barrack-room, which is about twenty feet square. The left hand side, (on quitting the ladder,) or south side, is occupied as a soldiers' barrack-room, having a long guard-bed, &c., capable of containing altogether a guard of four officers and forty or fifty men. There is a fine view from the upper battery.

We continued our ride along the river side, till we came within a quarter of a mile

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of the ford, at a mill one mile above the castle: here the river becomes suddenly shoal. We saw a man on a mule pass the ford; the water in the deepest part being about four feet, and that only for two or three yards; the whole breadth not being more than ten yards. We here turned to the left, or east, ascending a steep bank (which gave us the view of the ford,) and proceeded back towards the Havanna. We soon found the canal which supplies the city with water close on our right hand, as it is taken up from the river which we had just left; and the road through the high ground which we had taken brought us, after a ride of about a mile, under Fort Principe, where, by a bridge, it crosses the canal to go through low ground by the village of Salud to the Havanna; just below this bridge is a fine snuff-mill. We did not cross the bridge, but took a road up the hill on which Fort Principe stands; leaving the mill and canal on our right hand, and,

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mounting in a north-easterly direction, we found ourselves on the *glacis*, near the entrance into the fort. All this ground, Mr. Leach told me, was mined. We proceeded in this direction, leaving Fort Principe on our left, and in our rear, till we came to a battery, *en barbet*, having a ditch in front, but open in the rear, into which Fort Principe fires, distant about seven or eight hundred yards. This battery is about half way between Fort Principe and Santa Clara battery (which we had passed under when going out) and fires into it, in the same manner as it receives the fire of Fort Principe: the distance, probably, is two hundred yards more than the other. The ground between this battery and Santa Clara, falls much more than between Principe and it: consequently the fire from it into Santa Clara battery is very destructive. Santa Clara fires immediately to the sea, being close to the rocky shore, on a point of land about thirty feet above the level of

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the sea. We returned into the Havanna by the western, or Punta Gate, as we passed out; and got home at nine o'clock. Our ride, I suppose, must have been about eight or nine miles.

On the morning of the 20th of October I heard that five persons, viz. Don Roman de la Luz, a creole of good family; Don Tadeo Aljovin, an attorney at law; Doctor Coronado, a counsellor; Don Joseph Penaranda, a lieutenant in the navy, and planter; and Don Nicholas Ascanio, from the Caraccas, had been taken up at about two o'clock in the morning, and committed to the Moro, Cavanes, and other forts: these men all have the character of being intriguers, and report says that they have been engaged in matters contrary to good order, and the government of this island. At 11 o'clock a guard paraded in the Government Square, and were formed into a circle: when the Governor's adjutant came out with a bundle of papers, having large seals to them, and

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had them put into a vessel, which had been brought for the purpose, with fire in it, and burned; this was done by the executioner. It is said that these papers were signed and sealed by Joseph Bonaparte, in his assumed character of King of Spain, and that they were public acts relating to the government of this island.

I cannot close this account of the Havanna, without giving the reader a concise account of the Royal Tobacco Manufactory and Stores. They are situate on the side of the harbour, looking eastward, just beyond the King's arsenal. They compose a fine pile of buildings, forming an oblong. The approach to the great entrance is by a road, or street, leading, on the left hand, from the great road, on coming out of the town by the Punta de Tierra. It is on the south end of the building. The entrance is under a fine piazza, with pillars supporting thirteen arches. This piazza, which, as well as all the apartments on the ground-floor

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is of a noble height, looks into a quadrangle, having the various stores and manufacturing rooms on the four sides of it, and a central building running across it. We were received by the officers with the greatest politeness, and one of them was directed to attend and shew us the various branches of this superb manufacture, where every thing appears to be conducted with the greatest order and regularity.

The central chamber under this piazza was the first into which we were shewn. This was the packing store for tobacco, to be sent to Spain on the king's account, his Majesty having a monopoly of that article. There were fourteen packing presses in this apartment, which was divided into three parts by two rows of pillars, and arches supporting the upper story: they were placed, or rather sunk about three feet in the ground, in rows of five, five, and four; the place of the fifteenth being opposite the entrance, where hung the scales for weighing the tobacco,

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before it was carried to the presses, and where the officer sat at his desk, taking an account of it. The tobacco is brought to the king's warehouse, packed in a kind of natural matting, being what grows round the top of the palm tree; and the tobacco is made up in bunches, or what are called *hands* of tobacco. They are weighed, and then seventy-two of these (that being the proper number in each bale) are put into a large sieve, and carried to the press.

The presses, which are let into the ground to give them more strength on the sides, are of a construction to form a bale about thirty inches by twenty, and about fifteen thick when finished, and are made of the hardest wood, about three inches thick, having a large screw in the centre of five inches diameter, with four mortices in the head of it, into which are introduced bars for winching it down; which operation is performed with considerable address by two negroes, stationed at each press for

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this purpose, the head man also laying the hands of tobacco into the press, head and tail alternately; and, as it fills, fixing in the front board, and confining it in its place with two heavy bars of the hardest wood. The seventy-two hands of tobacco stand considerably above the sides of the press, when first the slab which receives the end of the screw is put on: but when the screw is forced quite home, the slab is received within the sides of the press, and is even with its upper rim. The screw is then slacked, and the two or three hands which generally remain out at first, are put under it, and a bolster of wood about six inches thick being placed over the slab, the screw is again forced home as before, which reduces the whole to its just dimensions. The screw is then slacked, and the bars being taken off, the front piece of the press is removed, which shews the tobacco in its pressed state; and the cords which are placed inside the press before the tobacco is put in,

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are then drawn tight in the centre, and within three inches of each end, and, being properly fastened, the bale is taken out, and delivered over to the packers, who stand in the rows, or vacant spaces at the back of each press, three to each; the one set, or pressers, keeping the other, or packers, constantly employed.

The package consists of the same kind of material as it was in when received, but new; and the folding it round the bale of tobacco, which is placed on the centre of it, prepared with cords under it, is done with considerable dexterity. The cords are drawn tight by two of the negroes sitting on the ground with their feet against the opposite sides of it, and, when strained sufficiently tight, are secured by the third, who ties the cords at top, and beats the knots, head and sides of the bale, repeatedly, with a large bar of heavy wood, to make all compact and firm. It is then carried into the next chamber, where it is marked and num-

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bered as to weight, &c., and stored up in rows piled one on the other. Each bale has, therefore, five men employed on it, viz. two in working the press, and three in packing; consequently, were the fourteen presses all at work at the same time, seventy men would be employed, besides those who carry from the scales to the presses, which would be six more; and four at the scales:—in all, eighty. I found by my watch, that, when working briskly, the press-men could turn out about six in an hour; which is at the rate of fifty per day, and consequently seven hundred bales for the fourteen. When I was present, there were only five or six presses at work.

The chamber next to this was the Receiving Store, where the bales were numbered, and the weight marked on them, and then piled in order, until issued for embarkation. From thence we went to see the mills at work, grinding rappee snuff. Those which make the fine Havanna red snuff were not

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at work on that day; but the process is the same. There were three mills in this apartment, each worked by a mule. The mill consisted simply of a circular trough, about ten feet diameter, having an upright post of hard timber in the centre, which turned on a pivot at bottom, and was made steady by a spindle turning in the timber in the roof of the chamber, which was low for the purpose. An arm projected from this timber, forming a small angle downwards, and passing through a hole in the centre of a large grinding-stone, about eight inches thick, by six feet diameter, which turned upon this arm, the edge, or thickness of the stone, being levelled inwards a little, to make it answer the angle which the arm made with the upright; the edge of this stone, was also cut with indented lines diagonally across it, at an inch or two distant from each other, in order to make it the more readily reduce the tobacco into powder. The mule was attached to that part of the

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arm which projected beyond the circle of the trough for that purpose, by means of a light breast-plate and traces, the ends of which were attached to a bar which hooked on to the end of the arm, as the leaders in a coach hook on. The mule was kept at a brisk walk. The tobacco, previous to its being put into the mills, undergoes the process of picking, sorting, and having the hard centre stalk taken out: it is then put for a few days into large bins, or chests, to sweat, with the covers closed on it; and, after being reduced to powder by the mills, and brought to a proper fineness by passing through several sieves, the snuff is put into large chests, which hold about 2000 lbs, where it is closely locked up for several months to ripen, and acquire its true flavour; as it certainly undergoes a second process of fermentation in this stage, and the larger the quantity, the better that process is carried on, and the finer the flavour it ultimately acquires. When perfectly ripe,

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these snuffs are packed for exportation in tin canisters of various sizes, containing from an aroba, or 25lbs., to 3lbs.; and it continues to improve by keeping for many years.

The red snuff, so famous under the name of Havanna snuff, is prepared in a similar manner. The colour, which is adventitious, is produced by the admixture of some innocent substance; I am informed a species of red ochre imported from Mexico for that purpose. This snuff being made of the finest tobacco, and with the utmost care, was mostly sent to Spain for the use of the court. As a very particular favour, I was lucky enough to obtain from Signior Don Alvara, the director, (through the intercession of a friend,) the purchase of three canisters, of three pounds and a half each, of what had been put up for the king's own use. At the time when I visited this manufacture, the officer who attended said, there was snuff ready to the amount of one mil-

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lion of dollars. The store-rooms for the snuff were over the mill-room.

It may be worthy of remark, that I saw ten or twelve bales of the stalks of the tobacco which had been made into snuff, lying in one corner of the Piazza, and on enquiring what was done with it, I found that when a certain quantity was collected, the director of the works had it carried into a back court and burned. If I mistake not, this is the species of material (viz. stalks) from which the famous Irish snuff, called *Lundy Foot*, or, vulgarly, *Irish blackguard*, is made. In this case, the refuse of this manufactory might be had for the asking. I was offered any of the bales I chose; but time and circumstances intervened to prevent me from taking one or two as a sample. No doubt, the whole might be contracted for annually, at a very small rate.

From the snuff manufactory we went up stairs into the segar manufactory, which is a long apartment, divided into three equal

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spaces by two rows of pillars: a long table, about three feet and a quarter wide, occupies the centre of each space, with forms on each side for the segar-makers to sit and work at. When I visited it, about sixty men were seated at work; but when in full employ, the three tables afford space for two hundred men; and each workman must deliver in eight hundred segars for his day's work. The king requires no more; but the segar-makers in the town, belonging to people in the retail tobacco trade, under licence, make for their masters regularly one thousand segars per day, (I am here speaking of a good workman, who is master of the art,) and, in so doing, is calculated to gain his master two dollars per day by his labour. When we consider the number of segars which the king's workmen, at eight hundred per day, can make, namely, 160,000 per day, besides the infinity of people working at this business in the Havanna, it is wonderful; it may be asked, what can become

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of them? But it should be understood, that smoking segars seems as necessary for a Spanish man, and even most of their women, as victuals are for other people: as they begin in the morning, and continue, with few intervals, until night. Segars may, therefore, almost be termed a necessary of life with them; and, as a vicious habit, has very properly been made an object of very heavy taxation. It must also be observed, that, of late years, the Americans export them, in boxes of five hundred and a thousand each, in very great quantities, to all parts of the United States; having, as a nation, followed the plan of most young men when sent abroad on their travels, viz. acquired the bad customs of the different European nations they have connected themselves with since their independence, in a very eminent degree, as well as the good. However strict the officers of the crown may be in guarding the king's monopoly of this article throughout the

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island, I am informed that a considerable quantity is kept back by the growers, who are not satisfied with the king's price, and is, underhand, sold to the dealers (under licence) in this article, who, now and then, buy a few bales of what has been refused at the king's warehouse for inferiority of quality, to cover their other purchases.

On the 20th of October, I took my passage on board the ship *Ganges*, of Boston, captain Manson, bound to Charleston, and to sail the next day. On the following Monday I dined at Mr. Welsh's; and applied through Mr. Drake, to His Excellency the Governor-General for my passport; I supped at Mr. Grey's, who gave me a number of pamphlets relative to America, &c. I also obtained a copy of the ordonance issued yesterday, for permitting the vessels at the Moro to come up the harbour, under certain conditions referred to in the royal ordonance of 30th April, and 22d April, 1804; I also

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obtained an extract from the latter, as far as related to this subject.

On Saturday, October 21st, I received my passport. I am informed, that the number of persons taken up were nine in all: but I could not get the names of any but those above stated. The streets were patroled last night by a large party of horse and foot. A rumour spread abroad that the persons arrested were freemasons, (assemblies of that description being contrary to the Spanish laws,) and that under cover of masonic meetings, these persons carried on plans against the government. The general character of the persons arrested, particularly that of Dom Roman de la Loz, warranted these suspicions; more particularly, as it is well known that Doctor Corodrado drew up, and that Dom Roman de la Loz was the most active person in getting names subscribed to, the petition to His Excellency the Governor-General, against the recent measure of shutting the

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port. I am told, that this petition was signed by 4 or 500 persons, of whom 250 were of considerable respectability; as the Countess O'Reilly, wife to Count O'Reilly who commands the troops, and a proprietress of large estates in this island; and several other ladies. The petition was presented on the 18th or 19th instant. It appears to me that this government (weak in the excess) has thought it necessary to make a little shew of activity on this occasion, with the view of alarming, in some degree, the timid, and those of the higher class, who have committed themselves by signing this petition, but whom the government dare not punish; and this, by taking hold of a few individuals, of bad character, or low situation in life, who, by being imprisoned, will, at least, be put out of the way of doing mischief for a while.

On Sunday, October 22d, after having made the necessary preparation for my departure, and having taken leave of my

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friends, I embarked about 3 o'clock, having at the very moment I was hurrying across the open space before the Governor's palace, received by special messenger, an exact copy of the famous map of the Island of Cuba, that hung in the council chamber at the government-house, and was the only one of the kind existing, as I was informed by a Spanish gentleman I accidentally became acquainted with, and which copy I now possess, but when I came home I gave a fac-simile of it to my friend, the late Mr. H——n, and having soon got under weigh, we passed the Moro at about 5 o'clock, P.M. On the following day, at noon, we stood in for the land, and found ourselves half-way up to the Matanras. We had now fine weather and moderate sea-breeze at east. In the evening we spoke a ship from New Orleans, bound to Philadelphia. At night we stood off the land. Next day we stood in for the land till noon, without seeing it. Lat. at noon 24° 15′; we still had fine wea-

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ther, with moderate sea-breeze at east. In the afternoon we observed a schooner standing towards us on our lee bow.

Wednesday, 25th. The weather continued fine, with a moderate breeze at N.E. by E., lat. by observation, 24° 30′, to all appearance a strong southerly current against us all the last twenty-four hours. Saw the Keys on the Florida shore at sunset; put the vessel on the other tack at 6 o'clock, and stood to the eastward, till 12 at night; then tacked again, and stood to the northward.

Thursday 26th. Made the Keys on the Florida shore at seven o'clock this morning, tacked and stood to the eastward at eight o'clock; the weather as yesterday, but a little more breeze: eight or nine sail in sight, of which the brig a-stern of us proves to be the *Pizarro*, that sailed five hours before us. Lat. by observation, this day, 24° 31′. Stood to the eastward and southward, till 12 o'clock, P.M.; then tacked and stood to the N.N.W.;

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a fresh breeze, took in top-gallant sails and reefed top-sails.

Friday 27th. At half-past five o'clock, at day-break, this morning, the ship struck on Carisford reef, on the coast of Florida; in ten minutes after saw the Keys from N. to N.W. by W. of us, distant from four to five miles. The weather was fortunately moderate, the ship striking hard abaft, but continuing to run over the reef, being afloat forward; about eight-and-a-half water alongside; draw ten feet abaft. We keep all sail upon her, and she keeps slowly beating over the reef.

At six o'clock we discovered two schooners under sail, coming out from behind a small key, about north of us; and we made the signal of distress. The captain ordered all sails to be furled, and the small boat lowered down from the stern. At half-past six o'clock, to our great joy, we perceived the two schooners come out from behind the key and bear away for us. The ship continuing

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to beat slowly over the reef, the mate, employed in the boat sounding a head, and on each bow, found the water deepen to two fathoms in a S.E. direction, or on our larboard bow. The men employed preparing to fit the long boat out; the ship evidently continuing to drive on in a S. W. direction, and towards the deeper water. The captain ordered the jib to be hoisted again, which assisted her, and she manifestly gained ground. At half-past seven, the schooners having brought to, half a mile within us to the north, and close to the inner edge of the reef, hoisted out a boat, and the masters came on board, and offered their assistance. They belonged to New Providence. The schooners, *Venus,* and the *John and Euphelia;* our captain having made a bargain with the masters of the schooners, to receive one thousand dollars * if they got

* When the masters of the schooners had got on board, and I had exchanged a few words with them, I retired to the cabin to leave the captain to settle his

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her off, or nothing if they failed, and it being agreed to, they ordered all sail to be set upon her, and the wind having luckily, at seven o'clock, come fresh off the land at north, and the vessel having constantly kept on the move, she freed her keel almost immediately after the fore sail was set, and took a start. In a few minutes she was completely afloat, and, after giving two or three slight touches with her rudder, in passing over about one cable's length of the reef, in a south-east direction, we had the happiness of finding ourselves again in deep water, brought the ship to, tried the pumps, and found she had not made the least water; settled with the pilots, and once more made sail. The re-

affairs with them; in two or three minutes he came to me, and told me their demand. When inquiring of him the value of his ship and cargo to the best of his judgment, and getting his answer, I advised him to make the bargain immediately; to commit it to paper, and I would sign it; which I did. The underwriters were, therefore, I think, obliged to me.

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flection on this adventure is, that having stood to the S.E. from eight in the morning of yesterday, until eight at night, (the wind nearly the same strength,) which was twelve hours, and having returned by half-past five o'clock in the morning, so as to be on shore, I conclude that we had a strong current setting out of the branch of the Old Bahama Channel, which passes between the Double-headed Shot and the Bahama Banks, which current must have set us over towards the Florida shore, in a N.W. direction; or I am totally at a loss to know how we could have returned to the Florida coast in so short a time, comparatively with what we took standing from it, which was as twelve to nine and a half hours.

I return thanks most gratefully to Divine Providence for having thus rescued us from so great a peril, hoping that these remarks, made while fresh in my recollection, may, on being made known, be of service in preventing others from meeting with the same misfor-

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tune. I am here led to consider why a place, which has been so fatal to numbers of vessels, almost yearly, and which losses must fall so heavily on the underwriters, is not protected in the same manner as the dangerous shoals on the coast of Great Britain, viz. by a light-house on the easternmost part of Key Largo, with a light to shew from N. W. to S.W.; or by a floating light on board a vessel moored in the deep water within the reef. This establishment could be effected, and regularly supplied from New Providence, from which it is only two or three days' sail; and a schooner, fit for the purpose of navigating in shoal water, might be considered by his Majesty as a proper and well applied assistance, to be constantly lying behind the reef, ready, as those Providence schooners were, to render assistance to any vessel which might have the misfortune to get on shore on this most dangerous reef, or on any of those to the northward, as far as Cape Florida, or southward, when

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any danger occurs. The ports of Matanzas and the Havanna are also within a few hours' sail of this place; therefore, the establishment might be always certain of supplies when wanted, and Key Largo, I conceive, is of sufficient extent to encourage a dozen or twenty families in the fishing line to live upon it. Such a plan would, in a very few years, make these reefs and shoals so well known as to render them infinitely less dangerous than at present. The present state of connection between Great Britain and Spain is peculiarly favourable to an effort on the part of his Majesty's ministers to obtain a cession of the islands along the coast of Florida, particularly Key Largo, for this purpose.

After our escape from this danger we stood to the south-east, with a moderate breeze, till one o'clock, P.M. lat. 25° 31′; then we tacked, and stood for the Florida shore, north. At half-past eight o'clock we saw the land under our lee, four leagues distant; we then tacked, and stood to the

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south-east, with a moderate breeze and fine weather.

28th. Continued standing to the south-east till ten o'clock, A.M., then tacked, and stood to northward till day light. Saw no land in any direction, nor any vessels. Continued on till noon, when, by observation, we found ourselves in lat. 26° 3′ north. Stood on all the rest of the day, the wind coming more to the southward; stood north half east till ten o'clock, P.M., then north till daylight; when seeing no land, and considering ourselves clear of Maranilla reef, and Cape Carnaveral, we set studding sails, the wind still coming rather more to the southward, and the weather continuing quite fine. At noon, by observation, we found ourselves in lat. 28° 53′ north, having had a current in our favour for the last twenty-four hours of forty-three miles, or one mile and a half per hour, nearly. We continued a north half east course, with a fresh

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breeze and fine weather; the ship going seven knots all night.

30th. At six o'clock this morning there came on thick weather, with rain; the wind getting a little more to the southward, our lat. 31° 32′. The afternoon continues the same, with less wind, and wavering to the westward. Towards night, nearly calm, with rain. Continues variable at night, with showers.

31st. At six o'clock this morning the weather cleared up, with a moderate breeze at N.N.E. At seven we saw a ship standing to the westward, with all sail set. Endeavoured to speak to her, by shewing our colours and edging away: but she kept her course, and passed us about three quarters of a mile to windward. Kept on our course; at eight o'clock, hove the lead, and got soundings at sixty-five fathoms, fine black and white sand. At ten o'clock we sounded again, and found twenty-four fathoms, and

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the same kind of sand. At noon, in lat. 32° 53′: keep standing in at sun-set. Low land on the weather bow, supposed to be Cape Roman. At half-past six o'clock saw a considerable reflection of light on the land, and a single light a little to the west of it. The weather beginning to look bad, we stood off; a gale at N.E. with rain and thick weather coming on. It blew hard, with a very heavy sea running all night.

Nov. 1st. Gale continues blowing very hard indeed, and heavy sea; put about and run west (to make the land,) at eight o'clock, A.M.: stand on till twelve. See the land on the starboard bow, distant six or seven miles. A schooner in sight, to windward, standing for us. Bring to, and shew our signal for a pilot. At ten o'clock, P.M. spoke her. She proved to be the *Seahorse* of Newburn, from Charleston, at eight o'clock this morning, and bound to Savanna, (the master says Charleston light-house bears N.E. distant forty-five miles;) haul our

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wind, and stand to the S.E. till two o'clock, A.M. of the 2nd of November.

2nd. The gale abated, and wind coming round to the S.E. we stand in for the land, on a N. by E. course. Employed from six o'clock till ten A.M. letting out reefs, getting up top-gallant yards, and setting sail, also in setting all the steering sails. Continue on all the evening and night, and, at daylight on the third, find the light-house of Charleston, bearing west.

3rd. Made sail at daylight, and at seven o'clock took a pilot on board. Stood in with a fair wind over the bar and ran up for Charleston, and anchored off the wharfs at ten o'clock. I went on shore immediately in the custom-house boat. Proceeded to the custom-house, and obtained a permit to land my baggage. I was received with the utmost civility, and my business was done with the greatest expedition. The long room at the custom-house is a very superior thing to any in our islands. I delivered my

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letters of recommendation, particularly to Mr. William Boyd, with whom I dined. I then waited on Mr. Moodie, the British Consul, who received me with the utmost civility. I took lodgings at Mrs. Calvert's boarding-house, which I found to be a very genteel and comfortable house, frequented by all strangers of the best recommendations.

I was engaged to dine on the following day with Mr. Hazlett, who recommended me to proceed to Philadelphia by the ship *Pennsylvania*, Captain Bunce, I think, which was to sail in the evening. I went on board, and finding her a very beautiful packet-fitted *

* The great cabin has two tier of bed-places, with curtains similar to our Dover and Brighton packets. Sea-sickness and its concomitant evils being rarely known in that seafaring country and fine weather climate, to what it is with us. The interior of the cabin, mahogany pannels, and plate glass even round the mizen-mast. A similar ship-packet, building and fitting up, I was informed, cost 20,000 dollars in Philadelphia.

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ship, agreed for my passage, thirty-five dollars. At twelve o'clock the wind suddenly becoming fair, I received a message from the captain, that I must be on board by three o'clock. I embarked accordingly, and at four left the wharf with a fair wind, and got over the bar by half-past five o'clock.

5th. Continued on our voyage, but the wind having come round to the north-east our progress but slow, and the weather turned rough, cold, and disagreeable.

6th. Ditto, ditto, ditto, lat. 32° 54′.

7th. Ditto, ditto, ditto, lat. 33° 34′.

8th. Moderate weather, wind N. N. W. lat. 34° 54′.

9th. Strong breezes, wind N. E. lat. 35° 47′.

10th. Fine breeze, wind W. S. W. lat. 36° 27′.

11th. Fresh breeze, wind north; made the land at nine o'clock, supposed to be near Chinkatink Shoals. Saw several ves-

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sels. Spoke a schooner from North Carolina, at ten o'clock. Lat. 38°.

12th. Took a pilot on board this afternoon; continue on our course for the Capes of Delaware, and expect to be there before morning.

13th. Stood in for the light-house before day, this morning, and continue running up the bay and river Delaware, until dark; when we anchored two miles below Newcastle, having come seventy miles from the Capes since morning.

14th. After breakfast, took the ship's boat, and Mr. Yerby, (a gentleman of Maryland, of course a tobacco planter, I was told of good fortune, and having seen much of the world, a very desirable "compagnon de voyage,") and myself went on shore at Newcastle. Hired a coach for ten dollars, and proceeded on to French Town, eighteen miles; where we arrived at half-past four o'clock, and dined. Went on board the packet for Baltimore. The passengers in

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the mail stage did not arrive till three o'clock the next morning.

15th. At six o'clock got under weigh; had to beat eighteen miles down Elk river, till we got into Chesapeake bay, which we crossed with a tolerably free wind. Ran from Elk river to Fod's Island, twenty-five miles, in two hours and a half; from that to the entrance into the Patapsco, fifteen miles, in an hour and a half:—a most delightful sail, with fine country every where in sight. From the entrance of the Patapsco to Baltimore the wind was against us; we accordingly had to beat up the twelve miles, which took three hours: so that we did not get to the wharf till near seven o'clock, being thirteen hours coming seventy miles. Put up at the best tavern, kept by a very civil man.—N.B. Mr. Jackson, our ambassador, there, November 15th, 1809.

15th. Got into the mail stage at six o'clock A.M. to proceed to Washington city: fare four dollars; distance forty-two miles.

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Breakfasted eleven miles from Baltimore. The stage horses all very fine cattle, and do their work in the best manner. We changed horses four times, and arrived at Washington, or rather at George Town, the south suburb, and put up at the Union Inn, Crawford's, at two o'clock; having had a most beautiful day and delightful drive. Dined at the public table; delivered Mrs. Jackson's letters to Mr. Jackson.

17th. Writing for the packet all the morning. Dined at Mr. Jackson's; returned home at seven o'clock.

18th. Continue my letters in the morning. At noon went to the dock-yard, to call on Commodore Tingy *: found him at his

* By his own account to me, a native of ————, near Cromer, on the coast of Norfolk; brought up in the coal trade between London and Newcastle; then as a second mate on board ships in the American trade, afterwards in the trade from America to China, and promoted in their navy, on the commencement of the war with England, for his talents as a seaman and officer.

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house outside the yard. Delivered my letter of introduction to him from his nephew, Mr. Murdoch of the Havanna.

19th. Dined at the public table. Employed all day in getting up journal, entering up accounts, &c. &c.

20th. Sent off two letters to my brother, containing letters to Mr. H——n, and a letter to Mr. John Sullivan, my brother-in-law. Dined at Commodore Tingy's; the party consisted of Miss S. Tingy, Mr. and Mrs. Craven, (son-in-law to the commodore,) Mr. Latrobe, architect to the United States, formerly with an eminent architect at London, Captain Gessin, Colonel Dalton, commanding the corps of Marines, Dr. Cock, Miss Mary Craven, and Mr. and Mrs. Beale; received with great civility and hospitality. Returned home at half-past nine o'clock.

21st. Rain in the morning; afterwards some snow. Wrote a note to Mr. Jackson, also to Commodore Tingy. Received very

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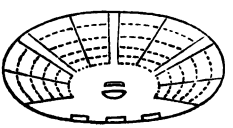
polite answers to each. Dined at home, and remained there all day, the weather continuing cold and wet.

22d. Snow until ten o'clock, and cold. The rest of the day fine. Went to the Capitol at noon, along with my friend Commodore Tingy, and daughter, and Mr. Latrobe, who was so kind as to accompany me through the whole building. The Hall of Assembly is a very fine room, and is fitted up in a manner well calculated for the convenience of the members. The general disposition of the seats is in the form of an oval,



the Speaker's chair being in the centre. Each member is furnished with a mahogany elbow chair, with stuffed horse-hair bottom; and there is a narrow mahogany table placed before each two chairs; having

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two locks, with separate keys, and pens, ink, and paper for each member. The hall is between sixty and seventy feet long, by thirty to forty feet wide. The circular part of it immediately behind the members is supported by a row of magnificent pillars, behind which, and the back wall of the room, are the galleries for strangers, passages, &c. &c. The speaker's room is directly behind his chair; the roof, which is constructed of wood, is formed over this great space without any beams to support it, and is very handsome: but the fine effect it would have had is somewhat hurt by the alternate square pannel lights, of which there are 100 in it. This, I understand, was done by the express directions of Mr. Jefferson, the late president, but contrary to the opinion and solicitation of Mr. Latrobe, something in imitation of the Halle au Blé at Paris. The new room for the senate will be very handsome when finished; it is now undergoing a temporary fitting up against Monday

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next. The new court for the supreme judicature is also in forwardness. This is on the ground-floor of the building, and appears to me the most objectionable of any room I have seen in the building, as it seems to me much too low, and altogether too confined for a court of justice, and in comparison with the general scale of the building; what is erected at present being only the two wings, to be joined hereafter by the body of it, as a centre-piece. The whole is on arches of brick and masonry, and the front is of an excellent kind of stone. The pillars in the senate chamber are of Pennsylvania marble, blue and white, not very handsome, but capable of a good polish, and evincing that the adjacent country offers all the materials of that kind necessary for the building and decorating of a fine city. The bricks are made on the spot.

24th. Set out after breakfast for the dock-yard to see Commodore Tingy. Met him in

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his coach coming over to me, to inform me that he had made arrangements for my passage to England in the *John Adams* frigate, and that he would take me to the President's, to be introduced to him, as also to Mr. Hamilton, secretary for the navy. I went with him accordingly, and was very politely received. The President's house is laid out in a very pleasing style. I dined at Commodore Tingy's, and, after dinner, went with him to Dr. Brent's, to a whist club.

25th. A very fine morning, the snow disappearing fast. Walking for exercise all the morning. Dined at home.

26th. Went over to Commodore Tingy's in the morning; pressed to stay dinner, but forced to return to meet the coming in of the post. Received a letter from Mr. Jackson *. Mr. Craven engaged

* Mr. Jackson, minister from England to the United States. It may be questioned, what had so private an

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me to dine with him on Tuesday. Met Mr. Smith on my return to George Town; engaged me to dine with him to-morrow.

27th. The morning mild and fine. Em-

individual to do with so elevated a public missionary? In reply, be it known, that he had nothing to do with Mr. Jackson, but what arose from private friendship and esteem. That the day after Mr. Jackson and family quitted George Town for Philadelphia, a rumour was whispered about at Crawford's, that an outstanding account was left unsettled. As an Englishman, indignant at such a report, I summoned Mrs. Crawford to my sitting-room, and questioned her thereon. She answered in the affirmative, supposing it to be either the effect of hurry at the moment of departure, or ill-conduct in the servant ordered to perform that duty, and this in the most respectful manner towards Mr. Jackson. I cut the conversation short, by desiring the bill to be brought to me; which being done, I discharged it, taking a proper receipt, which, by the post of the evening, I sent to Mr. Jackson, with a short statement of the affair. The letter above mentioned was a handsome acknowledgment, and many thanks for what I had done, and a remittance of the amount. Thus may actions, trivial in themselves, turn to choice account.

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ployed preparing myself to leave this on Wednesday. Dined at Mr. Smith's, and returned home at nine o'clock. The house of representatives assembled; but nothing was done: the senate not making a quorum. Seventy makes a house of assembly, being the majority in 138 members: as eighteen does in the senate, being a majority of thirty-four. The members of the two houses are allowed six dollars a day for travelling expenses, and the same whilst the houses sit. The speaker is allowed twelve dollars per diem. The salary to the President is 25,000 dollars; to the vice-president, —— dollars; to the secretaries of state, 5000 dollars per annum; to the secretary for the navy, —— ; the commander-in-chief, —— dollars; the architect for the United States, 1500 dollars.

28th. Went to Commodore Tingy's after breakfast. Saw the dock-yard, store-houses, work-shops, &c. Every thing is now in its infancy, but is rapidly advancing. Both

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houses made a quorum this morning, and sent a message to the President, that they were ready to receive communications from him. To-morrow, at one o'clock, is appointed to receive the message from the President. Went to dine at Mr. Craven's with the commodore and his family, and returned home at nine o'clock. The commodore gave me an invitation to dine at the President's on Friday next, which he had received from the private secretary. In consequence, I put off my departure for Baltimore until Saturday morning.

29th. Went to the capitol. The President's message delivered to the house at twelve o'clock; after which the House was occupied in hearing the correspondence between the British minister here and the secretary of state, Mr. Smith, &c. &c., till half-past three o'clock, when the house adjourned. Dined at the —— Hotel, on the capitol hill, with Mr. Wallace: after dinner walked to the dock-yard, to call on

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Commodore Tingy, and then walked back to George Town; altogether about six miles.

30th. Mr. Latrobe mentioned an anecdote of a member of the house of representatives as illustrative of the kind of men that are to be found in it. This person was from the Jerseys; and, in order to make his journey to Congress as productive as possible, he loaded a small sloop with apples, the production of his orchard, and embarked in her for Washington; his son Jonathan being mate. On his arrival, he took a lodging with another member of the House, at an hotel near the capitol, and, having paid his respects to the President, was, in course, invited to dine with him. It so happened that his brother representative was invited for the same day, but, being indisposed, he was unable to go. Our apple-merchant, determined to turn every thing to account, told his friend that it was so far lucky he could not go to the President's to dinner, as it gave him the opportunity of taking

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Jonathan in his stead, as friend Jefferson would have a plate vacant. So Jonathan, the mate of the good sloop *Sally*, laden with apples, was dressed up for the occasion. On arriving at the President's house, and being shewn in, the apple-merchant accosted him thus: "Well, friend Jefferson, I have come to dine with you; but friend —— is sick, and cannot come to-day; so knowing you would have a plate and knife and fork vacant, I have brought my son Jonathan to dine with you, expecting as how it may be a long time before he may have an opportunity of dining with a President again."—Our apple-merchant, it seems, turned his cargo to so good account, that he paid all his expenses during the session by the *profits* of the apples, and returned home with the value of them, and the amount of his pay * and travelling expenses as a representative, in hard cash. This may be termed, doing business.

* Vide before mentioned;—six dollars per day.

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Wrote to Mr. Jackson last night, to acknowledge the receipt of his letter by Mr. Lewis, enclosing the six hundred dollars paid Mrs. Crawford, and enclosed him two copies of the President's message.

N.B.—Captain Fenwick of the marines, native of South Carolina, educated in England, but lately from New Orleans, mentioned that he had seen General d'Alvemor there, and knew of his expedition into the Spanish territories of Mexico, on a plan of revolutionizing that country. There was another general officer with him, who made his escape from the Spaniards. He also stated that, some time before, this same General d'Alvemor had arrived at New Orleans from the back parts of Kentucky, having in disguise made a journey of observation all through the United States. Quere? Had he not also made a journey through the British provinces of Canada? His arrival at New Orleans from the back country may warrant the supposition.

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Captain ——, of the marines, told me *Natches* is the advanced town of the United States, in the province of Louisiana, nearest to the line of the Mexican provinces; and that *Natchitoches* is the name of the advanced Spanish town, nearest to said division line.

December 1st. At home in the morning; went over to Commodore Tingy's at three o'clock, and at half-past four o'clock we went to the President's to dinner. Received by Mr. Madison in the handsomest manner. General Turot, the French secretary of legation, Mr. Pederson, the Danish secretary of legation, and twenty members of the senate and house of representatives, made (with ourselves) the party. Returned with Commodore Tingy after taking coffee. Mem.—Mrs. Madison, a very large but beautiful, affable woman, the prior wife of a counsellor at the bar at New York, at this time seemingly about thirty-five to forty. Mr. Madison, a very small-sized man, with a penetrating eye, and most intelligent gentle-

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man, so like the great man I had the honour to know a little, Mr. Warren Hastings, formerly Governor-General of India, that at a very short distance the one might be taken for the other.

N.B.—I here miss several pages which should carry me from Washington by the mail back to Baltimore, where originated a serious accident to me, no less than the total destruction of an elegant and valuable collection of native gold and silver ores from every mine in Peru, America, and Mexico, North America, &c. &c. which a Spanish gentleman, a great collector, I was made known to at Havanna, spared me, that on paying for the same, I had packed them most carefully in one of my portmanteaus, and travelled them perfectly safe from Cuba to and fro to Baltimore, which place I was to quit at two o'clock A.M.; it being nearly dark, though fine weather and a few stars glimmering, but very cold: in the hurry of such a situation the porters mistook one of

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my portmanteaus, exactly alike, for the other, and placed that which had the ores in it amongst the common luggage behind, off the springs, instead of putting it, as I desired, inside with me; thus we proceeded over sometimes a rough road, and always at a great pace, forty miles to Philadelphia; when, discovering the misplacement of the portmanteaus, my mind immediately misgave me, and on examination, to my horror, I found my *dear, dear specimens*, which had cost me so much money and trouble, finely ground to dust, in the bottom of the portmanteau:—*peace be to them!*

Stayed three days at the best hotel in Philadelphia, to see the place, never having been there. That done, proceeded by mail coach on for New York, by Brunswick, and Elizabeth Town, my old quarters in 1772, and so to New York. Put up, as usual, at the best quarters I could get; enquired after old friends, not forgetting the numerous host of beautiful girls that were there

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in 1772; the Watts, Livingstons, Kortwrights, &c. &c. &c. Delanceys, Payne, Galway, Burgess, Bayards, and many others. Got myself introduced to Captain ——, of the *John Adams*, and Commodore Rogers, and went on board his ship to inspect it.—N.B. Made report thereof to my friend, the late unfortunate Mr. H——n, when I came home.

Embarked on board the *John Adams*, and sailed for England.

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PART II.

EXPEDITION TO BARBADOES.

I SET out from London, on the 28th of March, 1810, at eleven o'clock at night, in a post chaise, for Falmouth, in hopes of arriving in time for the packet to Barbadoes and Jamaica. I arrived at Falmouth at eleven o'clock on Friday night, the 30th of March, having travelled 275 miles, or twenty-two posts. The expense of posting with a pair of horses was 23*l.* 0*s.* 6*d.*

The packet having sailed the day before, and there being none in harbour, I determined to proceed in the Cadiz packet, *The Francis Freeling*, Captain Bell, rather than wait three weeks, as the packet agent in-

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formed me I should otherwise be obliged to do. I accordingly sailed on the 1st of April, at four o'clock, P.M. Passage-money thirty-five guineas *. The wind became contrary on the 2nd, and blew a gale for eight days. On the 10th, in the morning, we rounded Cape Finisterre, distant six or seven miles. The wind became fair this day, and on the 12th we passed in sight of the palace of —— (having passed the Burling rocks early in the morning.) In the evening we passed Lisbon, and on the 13th, at noon, we rounded Cape St. Vincent, distant two miles, with a fine breeze, going seven knots. Spoke a King's cutter, (from Plymouth to Gibraltar,) which sailed on the same day as we did, having despatches on board for Lord Collingwood.

At eight o'clock, on the morning of the 14th, we anchored in Cadiz bay. We were

* This is an imposition of five guineas, thirty being the regular price fixed by Mr. Freeling and Mr. Aukdeken, the Vice-Consul at Cadiz.

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informed by Captain Saunders, on board the *Atlas*, Admiral Purvis, that the *Mœrope* brig was at Gibraltar, and bound to Madeira and Barbadoes; and that I should overtake her at Gibraltar, if I proceeded thither without delay. I accordingly embarked at three o'clock, P.M. on the same day, in the English brig ———, Captain Annison, for Gibraltar, and sailed immediately. After beating about Cadiz bay, with a contrary wind, and unable to get to the southward, we put back again, and anchored in Cadiz harbour on the 17th. I dined at the residence of Mr. Duff, the Consul, from whom I received great civility. I took lodgings in the Calle de la Veronica, at Madame Bertrand's; where also an English merchant, Mr. Gullet, of London, lived. To pay one dollar per day for a bed-room and sitting-room, half a dollar for breakfast, and a dollar for dinner.

18th. This day dined with Mr. Hal, the American consul, from whom, as also from

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Mr. Mead, an American merchant, resident at Cadiz, I experienced much attention.

On the 20th I dined with Mr. Duff, in company with ————, the famous Spanish partisan, who took Don Domingo Richo de Villa Mouro, the judge, prisoner, who had been tried and executed here on the 13th instant. As this man was of the nobility he was not hanged after the common manner, but underwent what, in Spain, is called the punishment of choking. This is inflicted by placing the criminal in a chair, with his back to a square post, which rises from the platform five or six feet. On the sides of this post, and at the height of a man's neck, are two irons which are brought close to the neck on either side, and are long enough to project somewhat beyond the front of the throat: and, on the criminal's neck being placed between them, they are united by a cross bar passing in front of the throat. These cheeks, or side bars, are also united by a plate behind the post,

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having a hole in its centre, through which a large screw works, by means of a bar placed on the head of it, projecting with equal arms each way as a lever. When the unfortunate criminal is fixed in this machine, and the fatal order is given, the executioner, with one turn of the lever, draws the front bar so tight against the person's throat as immediately to choke him, and generally to dislocate the neck; the head dropping on the breast, the face turning black, and the eyes and tongue starting from the head. Such is the privilege of the nobility in Spain!

On the 22d, having obtained a passport to the Isla de Leon, I bargained with a calavero, at the Landport Gate, to take me, and bring me back at night, for four dollars, and went there to see my old friend Colonel Stewart, now major-general, and commanding the British troops at Isla. I dined with him, and took a view of our outposts from the top of the Signal Tower, and went in the evening to his parade. His brigade

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consists of the 79th, a Portuguese regiment, and four companies of the rifle corps: in all about 3000 men; in excellent order, particularly the seventy-ninth regiment. At about eleven o'clock I returned to Cadiz; but it being long after the gates were shut, I was under the necessity of getting (through General Stewart) an order of admission from General Castanos. This officer and General Blake, who had arrived at Isla that day, came to the parade to see the British troops.

On the 25th, having met with an American brig, (*The Washington*, Captain Fasch) bound to Madeira, I bargained for a passage on board her; and, having dined with Mr. Duff, I embarked, and sailed at six o'clock P. M., with a fair wind. Next day the wind became foul, and bad weather commenced. It blew hard, and continued until the 3d of May, when the weather became moderate. On the following day we were brought to by a small ship called the

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Marquis de la Romana, said she was from Cadiz, and bound to the Havanna: this was at three P.M. She shewed fourteen caronades, and hoisted a Spanish ensign and pendant.

On the 8th we got sight of the island of Madeira, and shortly after the wind came round to the west, and began to blow hard. The mate reported that only half a cask of water remained in the vessel, and that there was no liquor of any kind whatever: also, that, the fire-wood being all expended, they began to cut up the spare spars to cook with. Before night we had very bad weather.

On the 9th we made the south end of Puerto Sancto, at six o'clock P.M.; the wind still blowing very hard, and a bad sea running, we lost ground considerably; we put about when about twelve miles from the S. end of the island, and stood again to the southward.

Early on the 10th we stood to the north-

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ward; and at six o'clock in the evening we found ourselves abreast of the easternmost side of Puerto Sancto, the sea still continuing very cross, and the wind blowing very hard in squalls. For the last twenty-four hours we lost ground considerably. Put about, and stood to the southward again, at six P.M.; our stock of fowls was now expended, and the water was diminishing fast. During the 11th and 12th, the bad weather still continued, and we had yet no sight of land. As our water was still diminishing, we determined to go on shorter allowance, viz. one quart per day; the state of the vessel and sails being all very indifferent, our prospects began to be very uncomfortable.

During the two following days the weather continued as bad as it had been for the previous week. Captain Fisch determined to speak the first vessel he should meet with, to get a supply of water and provisions. At noon, on the 14th, we saw a

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ship to leeward, and immediately bore down to her. Spoke her about two o'clock P.M., and found her to be the ship *President*, Captain Norquay, thirty days from London, and bound to Amelia island, in the river St. Mary, East Florida. We informed the captain of our distress, and he promised, with the greatest humanity, to carry an easy sail and light for us all night, and to relieve us with a cask of porter in the morning, being in want of water as we were, as soon as the gale would permit a boat to be hoisted out. We now descried five sail to leeward.

On the morning of the 15th, the wind having somewhat abated, Captain Norquay sent his boat to us with the hogshead of porter. As we had no water to spare, and finding my situation very disagreeable in *The Washington*, I removed on board *The President*, by the return of the boat; although the sea still ran so high, that I was nearly lost in getting on board her. I was received most kindly by Captain Norquay,

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who gave me every accommodation his ship afforded, and did every thing in his power to make me comfortable. Finding it was impossible to get to Madeira, where also *The President* was to touch for water, this evening Captain Norquay determined to bear away for Santa Cruz, in the island of Teneriffe, where we arrived and anchored at six o'clock P.M., on the evening of the 16th: the vessels we had seen to leeward the day before were then lying-to off the port, having sent their boats on shore. They proved to be East Indiamen, under convoy of H. M. frigate, *Horatio*, Captain ——; they sailed again in the night; one of those vessels had lost her fore-top-mast.

We spent the next day in getting on board as much water as was wanted, and sailed again at midnight. The next morning, being still close off the port, and a boat still on shore on business for the ship, we observed four sail coming in; and Captain Norquay, considering how far his voyage

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would take me out of my way, gave me a boat to visit these vessels as they came in, in hopes that one might happen to be bound to the West Indies. The first proved to be the brig *Washington,* which I had quitted two days before: the others were Spanish and Americans. By the latter, which was from Cadiz, I learned that several American vessels, bound to the West Indies, might be expected from Cadiz immediately.—This determined me to remain at Santa Cruz; and, having my baggage with me, and Mr. Forstall having on the preceding day offered me quarters at his house, I went on shore, instead of continuing on board the *President;* having previously settled with the worthy Captain Norquay, in case any thing favourable to my plans should offer.

I was received in the handsomest manner by Mr. and Mrs. Forstall, who gave me an excellent room, and comfortable bed; a most delightful circumstance, as I had not had my clothes off since I sailed from Cadiz.

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I spent the three days in recruiting myself after the fatigues I had undergone; visiting the town, and various objects worthy of notice. Santa Cruz is almost as neat and clean a town as Cadiz; it contains about 10,000 inhabitants, has two churches, and an old castle, from the foot of which the Mole projects; this terminates in the form of a half circle, after projecting about 150 yards into the sea, and has seven very fine twenty-four pounders mounted on the circular end towards the sea; but the carriages appear to be in such a bad state, that they would not stand firing more than two or three rounds. The castle also presents several heavy guns to the sea, commanding the whole length of the Mole; it was from one of these guns, loaded with grape, that Lord Nelson received the shot which shattered his arm; and also from another, that, immediately after, Captain Bowen, a lieutenant, and seven men were killed, the moment they had mounted on the Mole, in

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the unsuccessful attempt made by his lordship to take this town in the year 17—. There is another battery opposite the centre of the town, which also makes a cross fire over the Mole, at about 250 yards' distance; this battery has eight or ten heavy guns upon it, also bearing on the anchorage. Besides these, there are two other batteries or forts, the one about a mile to the north of the town; the other to the south, at the extremity of it; but I was not near enough to be able to give any particular description of them. These are the defences against shipping. The town is quite open in the rear, or land side, and is furnished with water by means of pipes which lead a small stream into the square before the citadel, or old fort, where it discharges itself into a basin, for the use of the inhabitants, and the shipping which come to water at this place. There are no troops of the line in this island at present, and the only guard are a few militia stationed at the Mole, at the Gover-

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nor's house, and at the entrance of the town leading into the country by the main road to Laguna; besides a few guards at the old castle and forts, where French prisoners are confined at present.

The only cultivation near the town of Santa Cruz, which presents itself to the eye of the observer, from on board a vessel in the anchorage, is a small portion of wheat in the sloping terraces on the sides of the mountain which surrounds the town. It was then quite ripe, and the country people, women as well as men, were employed in reaping and getting it in. But it is to be remarked, that, on the other side the town of Laguna, which, in fact, is the capital of the island, and only four miles distant in the interior, the wheat from thence to the west side the island, was still so green, that it would not be fit to cut for a month: such is the difference between the climate on the sea-side of the south-east face of the island, and that of the north-west.

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Having received letters of introduction from Mr. Forstall to Mrs. White, his mother-in-law, and to Mr. Cologon, the principal merchant at Oratava, and having hired a horse to carry me thither and back, for four dollars, I set out at half-past six o'clock on the morning of the 24th, for Oratava. The first four miles was a continued steep ascent, in a westerly direction from Santa Cruz to the town of Laguna, the capital, and lately the residence of the Governor. The road is paved for the greater part of the way, and although bad in itself, is excellent in comparison with that part, which, for twelve miles, forms the descent on the water side of the island to Oratava.

The town of Laguna is as large as Santa Cruz, and was estimated to contain as many inhabitants, while it was the seat of government; but since the Governor has removed to Santa Cruz, it has increased in size and population, and Laguna has decreased in proportion. It may at present contain 7 or

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8,000 inhabitants. It derives its name of Laguna, or lake, from a small plain or flat, of about a mile and a half in length, and half a mile in breadth, situate along the north-western side of the town, which, I understand, in former times was covered with water, but was now quite dry, with the exception of a very trifling pond close to the town, of forty or fifty yards square; but there are two gutters supported by high posts, which convey water into the town, for the use of the inhabitants, from the hills north of this plain. This water, probably, in former times, discharged itself into this plain, which being surrounded by hills, occasioned it to form the lake, which gave name to the town; as those springs are now collected and led away by the gutters before mentioned, the plain has become dry, except, perhaps, in the winter, or rainy season. There is in this town a convent of Dominicans, and one of Franciscans, besides one or two nunneries; but they are not deserv-

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ing of notice. There is also a convent on the side of the mountain, north of the plain, where there is a tolerable garden, but it was then going into decay.

From Laguna the road continues crossing the ridge, which forms the centre of the island, through a country completely cultivated in every direction, it being a good brown loamy soil to the very tops of the hills. About three miles from Laguna, the traveller finds himself suddenly on the highest part of the ridge, and looking along a continued slope of four or five miles in extent, his view terminates with the pretty town of Terraconta, containing about 6,000 inhabitants, and situate on the sea-side. The whole of this tract, which extends considerably to the north, is in squares of wheat, potatoes, and lupins, without a hedge, wall, or even tree to mark the different plots of ground. The different tints of green, natural to these plants, however, constituted a marked distinction; with here and there

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a few plots, which had lately been ploughed, and were prepared for the next year's crop. It is only justice to say, that, although my time did not permit me to make any accurate enquiries into the system of husbandry employed here, as I rode along, I could not but admire the cleanness of the crops; there was scarcely a weed to be seen, and the wheat, in general, (which is of the bearded sort,) appeared to be excellent. That which grows round Santa Cruz is much shorter in the straw, and has more the appearance of barley on our light soils in England. Taking it altogether, I do not know that I have ever seen a handsomer portion of cultivated country than this little tract.

You now begin gently to descend in a direct road south-west along the western side of the ridge of mountain which occupies the centre of the island, and terminating at the Port of Oratava, situate at the extremity of another sloping plain, which extends from the body of the mountain, so

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well known for its famous Peak to the sea. The distance from this point to Port Oratava is twelve or thirteen miles, having the Peak immediately before you all the way; the craggy sides of the mountain still glittering with snow. The road afterwards becomes very bad; it has been paved many years back, but, for want of repairing, although it was then the best season of the year, it was in a wretched condition. This, with a very bad horse, and the increased heat of the day as I advanced, made the ride rather fatiguing.

There are three villages at equal distances on the way to Port Oratava; and at the first of them (the Matauras) you begin to find yourself amongst the vineyards, which now occupy all the land which is capable of cultivation along the coast and on the sloping plain from the Peak, in the centre of which, and about three miles from Port Oratava, is the villa, as the Spaniards term it, or the town, of Oratava. They thus distinguish it

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from the Port of Oratava, which they simply term *Port.* The villa contains about 7,000 inhabitants, and is the place of residence of most of the Spanish proprietors of the wine estates; consequently it is a kind of little capital to the town of Port Oratava, which contains about 6,000 inhabitants. I arrived at Mr. Cologon's at half-past one o'clock, a good deal fatigued from the badness of the horse and of the road, and from the heat, which was very intense that day; but the comforts I experienced under Mr. Cologon's hospitable roof, and a good night's rest, completely recruited me.

The town of Oratava, like all the other Spanish towns which I have seen, is well laid out; with a square, having a fountain in the centre, the streets at right angles, well paved, and clean, and the houses built of stone, large, cool, and convenient; much more so than any in the English colonies. This place is the residence of most of the merchants concerned in the wine trade of

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the island, of which about 26,000 pipes are annually exported, and is called Vidonia, from the grape from which it is made. A certain number of gallons of brandy (from seven to eight) is put into each pipe to make it stand the sea, and according to the quality of the brandy used, whether aqua dente of the island, Spanish brandy, or the best French, the wine will turn out of a worse or better quality, independently of its original merits. It is a strong and very heating wine, and seems to partake much of the sulphureous, or volcanic qualities of the soil which produces it. The principal merchants here, are the Messrs. Cologons, whose family has been established as considerable merchants since the time of James II., Messrs. Littles, Mr. Barry, and several others, the descendants of Irish Catholics, and are many of them rich landed proprietors, as well as merchants. The harbour, if so it may be called, or rather anchorage, is one of the worst I ever saw; it is scarcely capable

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of holding a dozen brigs and schooners, which are steadied by a small cable made fast to the northernmost rocks; but after the month of September the vessels cannot lie here, bad as it is, but are forced to anchor nearly a mile further out, with a pilot constantly on board; and they put to sea the moment any bad weather commences from the north-west or west, to avoid being wrecked on this rocky shore. The months for visiting the Peak being July, August, and September, the cold being too severe at any other time, an expedition of that kind was out of the question; and I was the more easily reconciled to this disappointment, by the description I had of the Peak, from several persons who had visited it; they all agreed that there was nothing to be seen to repay the traveller for the fatigue and trouble of the journey.

Having hired a better horse than that on which I came, I set out at five o'clock on the morning of the 26th of May, on my

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return to Santa Cruz, having taken leave of my very hospitable host and his family the night before; and, the morning being cool, I got to Laguna by eight o'clock, after a very pleasant ride. Having received an invitation previous to my departure from Santa Cruz, I stopped at Mr. Armstrong's, the American consul, where I breakfasted, and staid to dine, and, in the evening, rode down to Santa Cruz, where I arrived at six o'clock. H. M. ship *Bulwark*, the Honourable Captain Fleming, with the Spanish ships *St. Lorenzo* and *St. Fiorenzo*, of 64 guns each, from Cadiz, being then standing into the road. The former, with an English transport, having French prisoners on board, anchored this evening. The Spanish ships did not get to anchor till late on the following day.

The next morning (May 27th) I went on board the *Bulwark*, and paid my respects to Captain Fleming, and, at the same time, informed him of the disagreeable situation I had been in, and requested, if possible, a

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passage to the West Indies in the *Bulwark*. This request he granted in the handsomest manner, as far as the destination of his ship permitted, being bound direct to La Vera Cruz; and, after some consideration, he promised to land me at Antigua. Lieutenant Boss (2d) very politely offered me the use of his cabin, it being out of Captain Fleming's power to offer me any accommodation.

Don Josef Bustamente y Guera (and family) appointed Governor of Guatimala; and Don Pedro Demindianette, appointed director-general of the King's tobacco farms at Mexico, and several other Spanish officers, *civil* and military, having the greatest part of the captain's cabin.

The following day was occupied in preparation for going on board; I embarked my baggage in the evening; but finding that the ships would not proceed to sea that night, I slept on shore. The next evening at seven o'clock, after having dined with my worthy friends, Mr. and Mrs. Forstall, and taken leave of them, I went on board the

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Bulwark, and in the night we got under weigh, and stood out into the offing, where we lay-to till morning; when the *St. Lorenzo* and *St. Fiorenzo*, bound to the Havanna, joined us, and we directly made sail to the south-west.

Before I proceed further, I must here pay the just tribute of gratitude to Mr. and Mrs. Forstall, for their extreme kindness to me, (a perfect stranger), rendering me thereby under an obligation, the sense of which, neither time nor circumstances can ever obliterate from my mind.

From the time when we left Santa Cruz, until the 3d of June, we had, in general, very light winds. Nothing occurred worth remarking until the 10th, when fine breezes began to set in steadily, and we should have got very rapidly to the westward, were it not for the bad sailing of the Spanish ships. I dined on that day with Captain Fleming, as I did on the 4th instant also; on all occasions he, as well as all the officers on board, was very kind and attentive to me.

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On the morning of the 13th, at nine o'clock, we saw a ship standing to the southward, gave chace, by hauling our wind to cut her off. At eleven o'clock we had neared her considerably; fired a gun, and shewed English colours. She shewed American, but did not shorten sail; at twelve o'clock we fired another gun, of which she took no notice. We continued getting nearer to her, and at half-past one o'clock we fired one of the forecastle guns shotted, which fell a little astern of her. Of this also she took no notice. Soon after the main-top gallant mast was carried away; but we continued the chace, and at two o'clock we fired a second gun from the forecastle, and the shot fell just under the ship's bows: on which she was immediately brought-to, and shortened sail. We found her to be the ship *Hermes*, Captain Ansley, twenty-eight days from Philadelphia, bound to Bombay. We then bore away after the Spanish ships, which we joined in the afternoon of the 15th.

On the 19th we discovered two strange

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sails. We chaced the nearest, which proved to be the ship *William*, Captain Gamon, bound from London to Guadaloupe, out since the 10th of May. We then proceeded after the other ship, which proved to be the *Schemer* of London, bound to the city of St. Domingo, and which sailed at the same time as the *William*. We also spoke a small American schooner from Boston, bound to Cayenne. We then made sail after the *William*, in order that I might go on board her to Guadaloupe. At day-light on the morning of the 20th we saw the ship *William* a-head; we came up with her at ten o'clock, and, having taken leave of Captain Fleming, and all my good and kind friends in the *Bulwark*, I went on board the *William*, in company with Lieutenant Ratteray, (3d) who was returning to England for his health, and to get promotion through the means of his connection, Sir Sydney C. Yorke.

I can truly say, that I never passed three weeks more happily, or received more kind

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attention, than whilst I was on board the *Bulwark*; the officers' names are as follows: The Honourable Captain Elphinstone Fleming, Lieutenant Milne, 1st, Lieutenant Boss, 2d, Lieutenant Ratteray, 3d, Lieutenant Farrant, 4th, Lieutenant Grantham, 5th, Lieutenant Naylor, 6th, Captain J'Anson, Lieutenant Lane, of the Marines, Mr. Balfour, Master, Mr. Morton, Surgeon, Mr. Tracey, Purser. We made sail on board the *William* at noon, and steering W. half S. parted company with the *Bulwark* [1], and the two Spanish ships [2].

Two days after arrived at Basse Terre, Guadaloupe, and landed immediately. Find-

[1] The *Bulwark* on the 19th June was in lat. 18° 20′ N. long. 48° 26′ W.; and on the following day the *William* was in lat. 18° 7′ N. and long. 51° 33′ W.

[1] Don Josef y Guera confirmed to me the virtues of the Rattania in all inward bleedings, particularly women's complaints; he had taken it with great benefit for a debilitated stomach; as it is considered by the Spaniards as a very great astringent, so he had taken it in very small quantities at a time.

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ing that Sir G. Beckwith, Governor of Barbadoes, and Commander-in-Chief of the Leeward Islands, was at Point-au-Petre, the westernmost fort on the island, I hired a small schooner to take me there, and taking leave of my friend Ratteray, sailed that evening, and got there by morning. I went to a lodging-house directly; waited on Sir G. Beckwith in form the next day, to report my arrival as collector of the customs at Barbadoes under his government: dined with him the day following, when I found every thing in the best style, conducted by my very worthy friend, Colonel Wilby, then military secretary and aid-de-camp. A transport being to sail the next day for Barbadoes, Sir G. Beckwith ordered me a passage in her. Embarked and sailed accordingly, and after three days pleasant sailing arrived safe in Carlisle Bay, Barbadoes, on the 9th of June, 1810, and took possession of my collectorship; finding that I had been expected for a long time. This made the deeper impression on my mind,

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reflecting how strongly Captain Fleming, of the *Bulwark,* had pressed me to accompany him to La Vera Cruz, a voyage to Mexico, by that route having been the object of my most ardent wish for many years, but the apprehension that undertaking such a speculative journey of my own accord might give offence to my superiors in England, (though intended to gather knowledge for their benefit,) and cause my being superseded in my collectorship, outweighed every other consideration, and determined me to get to Barbadoes, and sit down to the duties of my office contented.—So thus my voyage ended.

THE END.

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NOTES.

Page 4, *line* 13.

The finest harbour in Cuba, perhaps equal to any in the world; its form being that of a complete punch-bowl, except the narrow entrance, with deep water to the rocky margin all round, so that the largest ship may be made fast by its cable to the shore—and has several fresh-water streams running into it—and a wide opening through all the keys, shoals, reefs, &c.; goes out to sea in a due south direction, directly opposite its mouth for ships to sail in and out by, coming from Porto Bello, Omoa, or any part of the Spanish main opposite it.

Page 7, *line* 15.

Gave me his own bed, clean sheets, &c. &c. and would hardly take any payment the next morning, when I was going away—all in gratitude,

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he told me, for the good treatment he had experienced when a prisoner of war in England.

Page 10, *line* 21.

As report goes, said to have been picked up, that is, the pearl oyster which contained it, by an old Negro woman, accidentally walking along the shore, just as it had been washed on shore in a high sea.

Page 24, *line* 21.

Which, from what I saw, might, I think, be without much difficulty cut off by a besieging army.

Page 78, *line* 10.

The three first days the wind foul, at N.E. till we were off the tail of the little bank of Newfoundland, then the wind fair at N.W. a gale, which carried us to the channel in twelve days. Ran up channel and made the Start, when we spoke the *Hussar* frigate, and immediately after stood over to the coast of France. N.B. The *John Adams*, the first American frigate that had come up the channel of England, and myself the only individual of 250 on board her an Englishman, arrived in

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Havre Roads the next day, and remained there twenty-four hours; landed Captain Fenwick with despatches for the American Minister at Paris, and then sailed for the Downs, where we anchored. The next day I landed at Deal, the second Lieutenant of the *John Adams* with me, going to London with letters to the American Minister. Took him with me in a post-chaise and four, and got to London as early the next day as possible.—Thus ended my voyage and journey from Montego Bay in Jamaica.

Page 82, *line* 6.

By means of an enterprise he undertook from some part of Andalusia, at the head of twenty or twenty-five chosen horsemen, with these he galloped to the vicinity of Madrid; knowing that the judge was to give a great fête and ball on a certain day, and laying his plan accordingly, about 12 o'clock at night he galloped up to the gates of the judge's hotel, took possession of them, and overpowered the sentries, rushed up stairs into the ball-room sword in hand, instantly secured the judge from the midst of the ladies thronged round him, hurried him down stairs, and tied him

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on his own horse behind him, and then galloped away before any alarm could relieve the judge, and in this condition, in a remarkable short time, traversed back his route with his prize.

CORRECTIONS.

In the Preface, for Author, *twice, read* Writer.
Page 1, *line* 3, *after* master, *add,* and two negro slaves, the crew.
— 80, *line* 10, palace of ——, *I think, is called* Buon Retiro.
— 82, — 4, Don ——, *name forgot.*
— 90, — 19, *read* my dear friend, Lord Nelson.
— 102, — 10, — The same person who has governed at Guatimala, as I believe, ever since he was appointed by Ferdinand the Seventh, in 1810.

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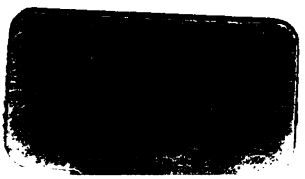

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